

6 – 12 February 2026

This is a collation of some of the more noteworthy entries to find their way into Network Rail's Daily Incident Logs. The entries are not, therefore, the final versions of the cases in question, but the first.

Co-ordinated by Greg Morse, Operational Feedback Lead, RSSB

Contents: (CTRL + click to navigate)

[Derailments](#)

[Collisions](#)

[Staff injuries](#)

[Railway crime](#)

[Level crossing incidents](#)

[On-train incidents](#)

[Fires](#)

[Asset-related](#)

[Operational incidents](#)

[SPADs](#)

Derailments

11 February: Unimog off in possession at Marsden

At 01:24 (Wed), it was reported that a Unimog Jetter had derailed at Marsden within a Greenfield–Heaton Lodge Junction possession. The rear wheels had derailed. The front load gear was raised to enable re-railing to occur so the machine could be off-tracked at the Rail Road Access Point. Screening was arranged for the Machine Driver and Machine Operator. [Eastern \(North & East\)](#)

[Back to top](#)

Collisions

8 February: RRV strikes engineer's train loco in Oxford possession

At 06:30, a late report was received of a collision that had occurred within a possession in the Oxford area. The incident occurred at 00:12 (Sun), during track reinstatement on the Down Oxford line in the Oxford station area. A road-rail vehicle (RRV) collided with the rear locomotive of an engineer's train, which was at a stand. There were no injuries reported. The contact caused damage to the air brake system of the locomotive. Two members of staff were relieved of duty and screened. [Wales & Western \(Western\)](#)

10 February: Units in side collision at Wimbledon Park CS

At 22:33, units 701038 and 701020 were involved in a side-swipe collision whilst on roads 21 and 22 within Wimbledon Park Carriage Servicing Depot. No injuries were reported and there was only superficial damage to the units. South Western Railway. [Southern \(Wessex\)](#)

[Back to top](#)

Staff injuries

8 February: Vegetation staff member falls 15 feet at Pulborough

At 10:29, BTP reported that the emergency services were attending to an incident in the Pulborough area after a person had fallen onto the tracks from a rail overbridge. At 10:35, the Brighton electrical control room operator (ECRO) advised that Pulborough was within the traction current isolation that was in place for a Horsham–Arundel Junction possession. At 10:48, the Engineering Supervisor reported that it was a member of staff who had fallen and paramedic staff were attending to them at the bottom of an embankment. The MOM arrived at 11:14 and reported that the injured staff member had fallen into the garden of an adjoining property. At 11:43, the injured person was moved via stretcher to an ambulance and conveyed to Royal Sussex County Hospital in Brighton with a suspected broken back and broken legs. The injured person had been undertaking vegetation work using abseiling equipment when they fell approximately 15 feet. The RAIB, ORR and DfT were advised. BTP concluded their investigations at 13:12. The injuries were subsequently confirmed as two broken legs and back trauma. [Southern \(Sussex\)](#)

[Back to top](#)

Railway crime

10 February: Person stabbed at Turkey Street station

At 17:05, it was reported that a person had been stabbed at Turkey Street. The suspect ran off along the Up Cess in the direction of Southbury. A caution was imposed and drivers advised not to call at Turkey Street. The station was declared a crime scene. The injured person was removed from the station by the ambulance service at 17:33. At 17:48, after a cab ride by BTP through the area and no further sightings from drivers, the caution was removed, with services still required not to stop at the station. The MOM arrived at 18:15 and arranged Line Blockages to allow items to be recovered from the tracks. Police investigations were completed by 20:15, allowing the station to reopen and trains to call. The injured person's injuries were confirmed as not life-changing or life-threatening. [Eastern \(Anglia\)](#)

11 February: Member of gateline staff assaulted at London Charing Cross

At 23:57, a member of London Charing Cross station staff reported that a member of gateline staff had been assaulted by a member of the public who was being prevented from exiting due to not having a ticket. The member of the public headbutted the member of staff twice, causing their nose to bleed and bruising their hands. The injured person did not need an ambulance, but was unable to complete their shift and was sent home. The assailant left the station. The injured party did not wish to report the incident to BTP. [Southern \(Kent\)](#)

12 February: Passenger assaults staff and other passengers, tries to operate egress at Huish

At 21:00, it was reported that the Train Manager on board an Edinburgh–Plymouth service at Huish CCTV crossing, between Yatton and Worle, had been attacked by a passenger and that the passenger had tried to escape by operating an egress. The train was at a stand. A Paignton–Cardiff Central was brought to a stand on the Up Main due to concerns that the assailant may trespass. The latter went forward under caution at 21:14, but following trains were held or diverted via Westbury. BTP and the Avon & Somerset Police were informed, the latter arriving at the access at 21:33. It was then reported that the assailant was in a position of safety and had calmed down. The person was contained by the police at 21:40. The lines were reopened at 21:47. As well as the Train Manager, a driver travelling on the cushions and some other passengers had also been assaulted sustaining bruises. [Wales & Western \(Western\)](#)

[Back to top](#)

Level crossing incidents

10 February: Near miss at Sawston UWC with person in mobility scooter

At 09:04, the driver of a Liverpool Street–Cambridge service reported a near miss at Sawston user-worked crossing (UWC), between Shelford and Whittlesford Parkway, with a user on a mobility scooter, who crossed as the train approached. The driver was fit to continue. BTP were advised. The MOM attended and reported the crossing in order. [Eastern \(Anglia\)](#)

11 February: Near miss with child at Nutbourne AHB

At 07:47, the driver of a Brighton–Southampton Central service reported a near miss at Nutbourne AHB with a child. The child walked out in front of the train, causing the driver to sound the horn and apply the emergency brake. The driver was fit to continue after checking at the rear of the train that the child had not been struck.



Following trains were cautioned and no persons were seen at the crossing. The crossing equipment was confirmed as working correctly, so normal working resumed at 08:01. [Southern \(Sussex\)](#)

[Back to top](#)

On-train incidents

9 February: Elderly passenger hits head on luggage rail, train stopped at Cheltenham

At 10:48, it was reported that an elderly passenger on board a Newcastle Central–Plymouth service had hit their head on a luggage rail and was bleeding heavily. The train was platformed at Cheltenham Spa and an ambulance was requested. Ambulance staff arrived at 11:24 to start treatment. The person was removed from the train on a stretcher at 11:54 allowing train running to resume. [Wales & Western \(Western\)](#)

[Back to top](#)

Fires

7 February: Electrical fire fells HST power car near Elgin, train evacuated, driver treated

At 14:29, the driver of a Dyce–Inverness HST service reported that smoke had entered the driver’s cab. At 15:18, the conductor on board initiated a Railway Emergency Call to report that the leading power car, 43168, was on fire, and that the train was on the Aberdeen side of Elgin station. BTP and the Fire Service were advised.



The driver reported that they had deployed the on-board fire extinguisher after seeing flashing and sparking, with fire emanating from the cab instrument unit and advised they had inhaled smoke. It was confirmed that no smoke entered the saloons. Police Scotland, Fire Service staff and Ambulance staff were on site by 15:45, and gave medical assistance to the driver. The Fire Service advised that the fire appeared to be electrical, adding that they were in the process of slowing the spread.

A controlled evacuation to ballast with egress from the railway via an access point was authorised at 16:22, with evacuation beginning at 16:31. RAIB were informed by telephone at 16:25. The driver was taken to hospital at 17:16 as a precaution. A fitter arrived at 17:32. A relief driver was dispatched to site. As there was no power in the power car, a second HST set was readied at Inverness and was on the move at 19:15. The assisting train was authorised to approach the failure at 20:14, and arrived on site at 20:20. Following coupling and checks the combined train was ready to depart when an issue with the brakes of the assisting set was discovered. This was overcome by the fitters and the combined set was on the move at 21:39 to Inverness at 20 mph. [Scotland’s Railway \(Scotland\)](#)

[Back to top](#)

Asset-related

6 February: ‘801’ suffers pan issues at Hambleton, train evacuated

At 13:12, the driver of a King’s Cross–Edinburgh Waverley service (801211) reported they had experienced an ADD on the Down Main at Temple Hirst before coming to a stand at Hambleton. Simultaneously, OLE sections 111, 112, 113 and 114 tripped. The MOM and OLE staff were sent to site. The electrical sections were re-energised at 13:16. An Edinburgh Waverley–King’s Cross examined the OLE from the adjacent Up Main line and reported no issues seen, although but the rear pantograph of the incident train appeared damaged and was still raised.

Following the examination, the Up Main re-opened at linespeed and arrangements were made for a King’s Cross–Newcastle Central, stranded in rear, to set back to Doncaster. The Thunderbird was mobilised, additional MOM support was sourced to site and BTP were advised to assist with an evacuation of the stricken train.

Plans were formulated for a Newcastle Central–King’s Cross to detrain at York and carry out a side-by-side evacuation using ramps and extendable ladders gained from the Thunderbird at York. At 15:15, the driver of a Sunderland–King’s Cross, reported that there was an object hanging from the

OLE in the six-foot that was unpassable. The Up Main was also blocked as a result. The driver of the ex-Sunderland advised that the object had been removed, allowing the Up line to re-open, with services on the move from 16:06.

The evacuation train arrived next to the failure and evacuation began at 16:44, being completed at 17:32. Boards for coasting on the Down Main were in place by 18:20, and the BTET was lifted at 18:23. Arrangements were made for remedial work to be carried out within an overnight possession. Eastern (East Coast)

8 February: River embankment wall fails near Knaresborough Viaduct

At 16:06, a member of the public reported via the helpline a post on social media regarding a wall collapsing by the Knaresborough Viaduct and advised that the police were aware. BTP officers on site reported a 15-foot in length sink hole in the river wall, adjacent to the viaduct support. A suspension of services was initially imposed, and the MOM was sent to site.



Structures on call was advised and requested an immediate response. The line was blocked between Knaresborough and Harrogate. The MOM arrived at 17:25, with a structure examiner following at 18:33. The latter authorised the line to reopen in both directions at 19:10 with a 10-mph emergency speed restriction (ESR) in place. Normal working was resumed from 19:51. Eastern (North & East)

9 February: '88' suffers brake fault at Quintinshill

At 12:33, the driver of a Daventry–Coatbridge freight reported that the service had come to a stand on the Down Main at Quintinshill with a brake fault on the locomotive, 88008. Services were held back at Carlisle and stations along the West Coast Main Line. An assisting locomotive was sourced from at Carlisle Kingmoor and a fitter was sent to site. The MOM attended was on site at 13:49. An issue with the brake isolation valve between the two leading locomotives was identified and repaired by the fitter, with the suspicion that an object may have struck underneath the train. Following a rotational test, the service was able to proceed at 14:31. A following service examined the line and reported nothing amiss, allowing normal working to resume at 14:39. The driver alleged that they had no brake force from the wagons and was only able to come to a stand using the brake force from the locomotives. RAIB were informed and said they would pursue the matter with the operator. North West & Central (NW)

9 February: '66' suffers dragging brake, emits sparks, on Up Cherwell

At 17:28, a driver in Banbury Yard reported sparks coming from a Leeds–Southampton freight, hauled by 66560, when it passed on the Up Cherwell Valley line. The driver examined the train at Banbury Reservoir Junction and advised that the second locomotive, 66503, which was dead in tow, had a hot axle box due to a dragging brake, which was then isolated. The train proceeded at 18:22 but at 18:37 the driver advised they could see sparks coming from the train after they had been travelling at 50 mph. The service continued at 10 mph before coming to a stand between Heyford and Tackley after the driver reported the train was not safe to continue. Services were held along the route whilst the driver was granted a Line Blockage to inspect the locomotive. They advised the fourth axle had scorch marks and a smell of smoke, before proceeding at 5 mph at 19:21. The train

came to a stand again at 20:02. The driver carried out a rotational test and went forward at 5 mph by 21:18, but came to a stand again, before travelling at 15 mph to Hinksey and arriving at 22:30. [North West & Central \(C\)](#)

11 February: Wires down in Elstree Tunnel

At 06:38, the Derby ECRO reported that OLE section '614' near Borehamwood had tripped and wouldn't reclose. No. '409' track circuit on the Down Fast in Elstree Tunnel was reported to have failed. The driver of a Bedford–Rainham service was requested to examine from the Up Fast, and reported that the OLE wires were down in multiple locations within Elstree Tunnel on the Down Fast line. Forward-facing CCTV and pan cam footage was requested. The Slow lines remained unaffected. The MOM and OLE staff were requested to attend. BTP were advised in case assistance was needed with station overcrowding.

The MOM was on site at 07:15 and a 30-minute Line Blockage was granted of the Up and Down Fast lines to facilitate an inspection. At 07:55, the MOM confirmed that the catenary wire was broken. The OLE Team Leader attended at 08:13 and a further blockage was granted at 08:35. Some services were cancelled to ease congestion on the Slow lines. Further OLE staff attended at 09:29 to carry out an assessment of the damage.

A rectification plan was formulated to be completed during the day to regain all lines for the evening peak. The Up Fast was reopened at 20mph pending the possession being taken. It was decided to undertake full repairs to avoid further disruption to the evening peak. All repair work was completed by 18:57 and electrical sections re-energised. The possession was handed back at 19:30, allowing a return to normal train running. An additional possession was granted at 22:00, to replace 8 insulators and adjust cantilevers. The possession was taken at 22:07, with work ongoing at the close of the Log. [Eastern \(EM\)](#)

11 February: Landslip found on Sheffield side of Woolley Tunnel

At 08:15, the driver of a Leeds–Sheffield service reported a landslip and a tree slipping down on the Up Main, on the Sheffield side of Woolley Tunnel. The train had struck the tree, but was able to continue to destination. The line was blocked as a result with some services cancelled, or diverted via Wakefield Westgate and Moorthorpe where possible.



The MOM and Off Track staff were on site at 09:01 and 09:20 respectively. A Line Blockage of the Up Main was granted. The inspection confirmed that the landslip was approximately 18 inches from the cess rail and was still moving, with the risk of it encroaching onto the track remaining high. A Geo-Tech team was requested to attend, arriving on site at 11:04. Further assessments from a senior engineer confirmed that the line was required to remain blocked for the rest of the day due to the large amount of material that required moving, in addition to further movement occurring. A possession of both lines was granted at 23:11, and was planned to be handed back at 08:00 (Thu) with the Up Main available subject to a 20-mph ESR. Remedial work was ongoing at the close of the Log. [Eastern \(North & East\)](#)

[Back to top](#)

Produced by RSSB

Compiler: Greg Morse
Email address: Greg.Morse@rssb.co.uk

Operational incidents

6 February: T-COD placed without permission at Letchworth Carriage Service Depot

At 02:52, while arranging for a Line Blockage at Letchworth Carriage Service Depot a member of Permanent Way staff placed the T-COD on the line prior to permission being given. No signal revisions were observed by drivers and the T-COD was removed and the staff involved stood down. The MOM attended and reported that a new COSS, who was being mentored, had placed the T-COD in error. Screening was arranged for both the COSS and the mentor. [Eastern \(East Coast\)](#)

9 February: Staff member removes tree branch without blockage at Uffington

At 11:45, the signaller at Uffington reported observing a track worker walk from the Down cess across both lines to the Up cess after the passage of a Ditton–Felixstowe South freight. The signaller was not aware of any staff working in the vicinity and had not been asked for a Line Blockage. Forward-facing CCTV footage from the train was requested. Attempts were made to try and identify the individual involved and it was ascertained as a member of staff who observed an errant tree branch that required removal and acted in haste. The member of staff was stood down and screened. [Eastern \(EM\)](#)

10 February: Passenger train runs over wrongly placed dets at Oxford

At 00:32 (Tue), the driver of an Oxford–Banbury service reported running over detonators on the Down Oxford line after departing Oxford. The PICOP, Operations Delivery Manager (ODM) and the MOM were advised. Investigations revealed that the detonators for a Didcot North Junction–Oxford North Junction possession had been placed incorrectly on the Oxford side of No.9155B points instead of on the Banbury side. Arrangements were made for staff to attend and reposition the detonators. The train was set back and routed onto the Up Oxford (Reversible) line to continue to destination. One member of staff was relieved of duty for interview and screening. [Wales & Western \(Western\)](#)

12 February: Pedestrian trapped on Highams Park CCTV crossing, train cautioned across

At 15:56, the signaller at Liverpool Street IECC lowered the barriers and pressed crossing clear at Highams Park MCB for the passage of a Chingford–Liverpool Street service. When the train arrived at Highams Park station, the driver could see a person within the barriers. The signaller cautioned the driver over the crossing. The barriers were then raised and the person left the area. The signaller was relieved of duty for interview and screening. [Eastern \(Anglia\)](#)

12 February: Passenger train wrongly routed in degraded mode at Clapton Junction

At 17:38, No. 2522 points at Clapton Junction lost detection when operated to the Normal position. The signaller gained detection on the second attempt, subsequently reporting continued difficulty obtaining Normal detection. The signaller regulated train movements in the Up direction between Tottenham Hale and Clapton to avoid a change of aspects. At 18:51, the points failed with no Normal detection preventing movements on the Up Main line and requiring trains in the Down direction to pass L167 signal at red. Services were diverted via Seven Sisters, cancelled, terminated short and

Weaver Line services were part suspended between Hackney Downs and Chingford. Arrangements were made for S&T to be granted a line block of all lines at 19:25. However, at 19:19, a Liverpool Street–Stansted Airport service was wrongly routed at Clapton Junction towards Chingford, the driver realised the error after being talked past L167 signal and seeing that the route was incorrectly set from No.2521 points. The train was set back and rerouted. Due to this additional disruption the Line Blockage was delayed until 20:15. [Eastern \(Anglia\)](#)

[Back to top](#)

SPADs

6 February: Southease – ½ a coach length (passenger, late braking)

At 10:38, a Seaford–Brighton service passed TLW20 signal (Southease) at danger by half a coach length. The driver advised that they had braked too late for the red aspect. The driver was judged fit to continue and was met on arrival at Lewes, where screening was arranged. [Southern \(Sussex\)](#)

6 February: Langham Junction – 500 yards (passenger, multi-SPAD, route knowledge)

At 19:05, a Nottingham–St Pancras service, diverted due to track circuit failures at East Langton, passed LM4 signal on the Up Main at Langham Junction at danger by 500 yards. The driver brought the train to a stand after receiving an urgent call from the signaller. The driver stated that they had acknowledged LM3 (Distant) signal and had approached LM4 at caution, but did not realise that the signal applied to them, the post also housing LM2 and OM1 signals, adding that their route knowledge for the diversionary route may be diminished. The driver was judged fit to continue at 19:19, and was met on arrival at Kettering.

LM4 listed as a multi-SPAD signal in the most recent multi-SPAD list.

Last incident: 26/01/2025.

Total number of previous incidents since 1985: 5, with three having occurred within the last five years.

[Eastern \(EM\)](#)

10 February: Peterborough – 20 metres (passenger, misjudged braking)

At 11:54, a Ditton–Felixstowe South freight passed P798 signal (Peterborough) at danger by 20 metres. The driver said they had misjudged their braking point. Concurrently, due to signals in the area reverting to red following the activation of the pop group alarm, a Peterborough–Ipswich service passed P796 at red. The latter driver was fit to continue after the circumstances were explained. The freight driver was authorised to set back behind P798 signal. An assisting locomotive was identified to attach to the rear and haul the train into Peterborough Virtual Quarry, where the driver was met. This movement was completed by 13:20, which allowed services to resume on the Up March line. [Eastern \(East Coast\)](#)

10 February: Acton East Junction – 10 yards (freight, loss of concentration)

At 14:56, a Wembley Reception–Whatley Quarry freight passed SN177 signal (Acton East Junction) at danger approximately 10 yards. The driver said they had suffered a loss of concentration. The driver was relieved on site by the booked relief driver. Wales & Western (Western)

10 February: Bedford – 10 feet (ECS, SASSPAD, driver thought signal had cleared)

At 19:32, a Bedford North Sidings–Bedford CS ECS formation passed WH358 signal (Platform 1, Bedford) at danger by ten feet. The driver advised they thought the signal had cleared to a proceed aspect. The driver was judged unfit to continue and a relief driver took over once the train had been moved back into Platform 1. Eastern (EM)

10 February: Grangetown – 2 metres (freight, loss of concentration)

At 20:58, a Doncaster Iport–Tees Dock freight passed G265 signal (Grangetown) at danger by 22 metres. The driver said they had a loss of concentration. The driver was judged unfit to continue and the service was moved into the terminal by another driver. Eastern (North & East)

12 February: Bletchley – 50 metres (passenger, misread signal)

At 10:55, a Bletchley–Bedford service passed MV5 signal (Bletchley) at danger by 50 metres. The driver advised that they had misread the signal, initially believing it to be displaying a yellow aspect. The signal was treated as defective and services were cautioned past the signal pending completion of investigations. The Flight Engineer investigated and confirmed that MV05 signal had been at danger from 10:48, with the driver passing the signal at 10:55. The driver was authorised to continue to Fenny Stratford, where they were relieved of duty and screened. S&T staff were on site at 15:08 to start testing, which was completed by 19:08, with no fault found. Normal signalling duly resumed. North West & Central (WCS)

[Back to top](#)